

provide meteorological information that relates to forecast and actual conditions that are conducive to in-flight icing. Pilots should carefully evaluate all of the available meteorological information relevant to the proposed flight, including applicable surface observations, temperatures aloft, terminal and area forecasts, AIRMETs, SIGMETs, and pilot reports. As new technology becomes available, pilots should incorporate use of that technology into their decision-making process.

The ultimate decision whether, when, and where to make the flight rests with the pilot. A pilot also must continue to reevaluate changing weather conditions. If the composite information indicates to a reasonable and prudent pilot that he or she will encounter visible moisture at freezing or near freezing temperatures and that ice will adhere to the aircraft along the proposed route and altitude of flight, then known icing conditions likely exist. If the AFM prohibits flight in known icing conditions and the pilot operates in such conditions, the FAA could take enforcement action.<sup>2</sup>

Pilots should also remain aware that 14 CFR § 91.13(a) prohibits the operation of an aircraft for the purpose of air navigation in a careless or reckless manner so as to endanger the life or property of another. Meteorological information that does not evidence known icing conditions, or the extent thereof, may regardless support a finding that a pilot's operation under the circumstances was careless.

This response constitutes an interpretation of the Chief Counsel's Office and was coordinated with the FAA's Flight Standards Service.

Issued in Washington, DC, on March 27, 2007.

**Rebecca MacPherson,**

*Assistant Chief Counsel for Regulations.*

[FR Doc. 07-1620 Filed 4-2-07; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2007-26852]

#### Notice of Request To Revise a Currently-Approved Information Collection: Request for Revocation of Authority Granted

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

<sup>2</sup> Enforcement action could also be taken for operation of an aircraft into icing conditions that exceed the certification limitations of the aircraft.

**ACTION:** Notice; and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (PRA), FMCSA announces its plan to submit to the Office of Management and Budget (OMB) its request to revise a currently-approved information collection (IC) entitled, "Request for Revocation of Authority Granted," docketed as OMB Control Number 2126-0018. This information collection notifies the FMCSA of a voluntary request by a motor carrier, freight forwarder, or property broker to amend or revoke its registration of authority granted. FMCSA will seek OMB's review and approval of this revised IC and invites public comment on this request. The Paperwork Reduction Act requires the publication of this notice.

**DATES:** We must receive your comments on or before June 4, 2007.

**ADDRESSES:** You may submit comments identified by any of the following methods. Please identify your comments by the FMCSA Docket Number FMCSA-2007-26852.

- *Web site:* <http://dms.dot.gov>. Follow instructions for submitting comments to the Docket.
- *Fax:* 202-493-2251.
- *Mail:* U.S. Department of Transportation, Docket Management Facility, 400 Seventh Street, SW., Plaza level, Washington, DC 20590-0001.
- *Hand Delivery:* Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC 20590-0001, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays.

*Docket:* For access to the Docket Management System (DMS) to read background documents or comments received, go to <http://dms.dot.gov> at any time or to the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC 20590-0001, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. The DMS is available electronically 24 hours each day, 365 days each year. If you desire notification of receipt of your comments, please include a self-addressed, stamped envelope, or postcard or print the acknowledgement page that appears after submitting comments online.

*Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** on

April 11, 2000 (65 FR 19477), or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Ms. Stephanie Haller, Supervisory Transportation Specialist, Commercial Enforcement Division, Department of Transportation, Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Washington, DC 20590-0001. *Telephone Number:* (202) 385-2362; *E-mail Address:* [Stephanie.haller@dot.gov](mailto:Stephanie.haller@dot.gov). Office hours are from 8 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* Request for Revocation of Authority Granted.

*OMB Approval Number:* 2126-0018.

*Type of Request:* Revision of a currently-approved information collection. This IC is being revised due to an increase in the number of Form OCE-46s filings from 1,000 to 3,250 per year.

*Form Number:* OCE-46.

*Respondents:* Motor carriers, freight forwarders and property brokers.

*Estimated Number of Respondents:* 3,250.

*Estimated Time Per Response:* 15 minutes.

*Expiration Date:* June 30, 2007.

*Frequency of Response:* On occasion.

*Estimated Total Annual Burden:* 813 hours [3,250 annual Form OCE-46 filers × 15 minutes/60 minutes per filing = 812.5 hours, rounded to 813 hours].

*Background:* Title 49 of the United States Code (U.S.C.) authorizes the Secretary of Transportation (Secretary) to promulgate regulations governing the registration of for-hire motor carriers of regulated commodities (49 U.S.C. 13902), surface transportation freight forwarders (49 U.S.C. 13903), and property brokers (49 U.S.C. 13904). The FMCSA carries out this registration program under authority delegated by the Secretary. Under 49 U.S.C. 13905, each registration is effective from the date specified and remains in effect for such period as the Secretary determines appropriate by regulation. Section 13905(c) of title 49, U.S.C., grants the Secretary the authority to amend or revoke a registration at the registrant's request. On complaint, or on the Secretary's own initiative, the Secretary may also suspend, amend, or revoke any part of the registration of a motor carrier, broker, or freight forwarder for willful failure to comply with the regulations, an order of the Secretary, or a condition of its registration.

Form OCE-46 is used by transportation entities to voluntarily apply for revocation of their registration authority in whole or in part. FMCSA

uses the form to seek information concerning the registrant's docket number, name and address, and the reasons for the revocation request.

**Public Comments Invited:** You are asked to comment on any aspect of this revised information collection request, including: (1) The necessity and usefulness of the information collection for the FMCSA to meet its goal in reducing truck crashes; (2) the accuracy of the estimated burdens; (3) ways to enhance the quality, usefulness, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**Authority:** 49 U.S.C. 13902, 13903, 13904 and 13905; and 49 CFR 1.73.

Issued on: March 28, 2007.

**Rose A. McMurray,**

*Chief Safety Officer, Assistant Administrator.*  
[FR Doc. E7-6140 Filed 4-2-07; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2003-14652]

#### Commercial Driver's License (CDL) Standards; Isuzu Motors America, Inc.'s Exemption Application

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of final disposition.

**SUMMARY:** FMCSA previously announced its decision to renew Isuzu Motors America, Inc.'s (Isuzu) exemption for 19 of its drivers to enable them to test-drive commercial motor vehicles (CMVs) in the United States without a commercial driver's license (CDL) issued by one of the States. Following the renewal one comment to the public docket was received. The Agency has considered the comment and continues to believe the knowledge and skills testing and training program that drivers must undergo to obtain a Japanese CDL ensures that each of these 19 drivers will achieve a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption. The Agency therefore declines to rescind or change the terms of the exemption.

**DATES:** This exemption is effective from June 21, 2006 through June 20, 2008.

**FOR FURTHER INFORMATION CONTACT:** Mr. Thomas Yager, Chief, Driver and Carrier

Operations Division, Office of Bus and Truck Standards and Operations, MC-PSD, Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Washington, DC 20590-0001. Telephone: 202-366-4009. E-mail: [MCPSD@dot.gov](mailto:MCPSD@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. 31315 and 31136(e), FMCSA may grant or renew an exemption from the CDL requirements in 49 CFR 383.23 for a maximum two-year period if it finds "such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption" (49 CFR 381.305 (a)). FMCSA evaluated Isuzu's application on its merits and decided to grant the renewal of the exemption for 19 of Isuzu's engineers and technicians for a two-year period, effective June 21, 2006 as previously announced in the **Federal Register** (71 FR 35726, June 21, 2006).

##### *Isuzu Application for Renewal of Exemption*

Isuzu applied for renewal of an exemption from the 49 CFR 383.23 requirement that the operator of a CMV obtain a CDL. This section sets forth the standards that States must employ in issuing CDLs to drivers operating in commerce. In the United States, an individual must be a resident of a State in order to qualify for a CDL;<sup>1</sup> the Isuzu drivers for whom this exemption was sought are all residents of Japan. A copy of the Isuzu request for exemption from section 383.23 is in the docket identified at the beginning of this notice.

##### *Japanese Drivers*

The exemption granted in 2006 enables 19 drivers to test-drive in the United States Isuzu CMVs that are assembled, sold or primarily used in the U.S.

Collectively, these drivers form a team of mechanics, vehicle test engineers, technicians and other employees.

##### Comments

The Agency received one comment in response to its request for public comments on this renewal (71 FR 35726, June 21, 2006). The commenter objected to the renewal based on the Japanese drivers' potential lack of familiarity with United States highway and traffic conditions, and the operation

<sup>1</sup> Although 49 CFR 393.23 indicates that these drivers could obtain a Nonresident CDL, very few States are currently issuing Nonresident CDLs due to security concerns.

of vehicles with steering wheels on the left side.

##### *FMCSA Response*

FMCSA does not agree with the objection. This is a renewal of a 2-year exemption. These drivers operated in the U.S. during the original exemption period, and Isuzu reported in its application for renewal that none of them received any traffic citations or was involved in any accidents from the time of the original exemption on October 16, 2003, through the date of its application for renewal.

##### FMCSA Decision

The FMCSA decision to grant the request to renew the exemption from section 383.23 was based on the merits of the application for exemption and the rigorous knowledge and skills testing of Japanese drivers concerning the safe operation of CMVs. All available evidence indicates that the 19 drivers covered by the exemption continue to operate as safely as they would have by complying with U.S. CDL regulations.

Unless these drivers fail to maintain the conditions specified in the June 21, 2006, decision, the exemption will remain in effect through June 20, 2008.

Issued on: March 28, 2007.

**Rose A. McMurray,**

*Chief Safety Officer, Assistant Administrator.*  
[FR Doc. E7-6141 Filed 4-2-07; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. ITA-2007-27772]

#### Notice of Request for the Extension of Currently Approved Information Collection

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Federal Transit Administration invites public comments about our intention to request the Office of Management and Budget's (OMB) approval to renew the following information collection: Pre-Award and Post-Delivery Review Requirements.

The information to be collected for this program is necessary to certify that pre-award and post-delivery reviews will be conducted when using FTA funds to purchase revenue service vehicles.

**DATES:** Comments must be submitted before June 4, 2007.